DUTRA DREDGING COMPANY
PORT OF REDWOOD CITY
FY15-MAINTENANCE DREDGING
WHARVES 1,2,3,&4 –DISPOSAL TO SF-11 & SF-DODS
DREDGING AND DISPOSAL PLAN
Submitted to the USACE October 2015

DREDGING OPERATIONS PLAN

The Dutra Dredging Company has been contracted by the Port of Redwood City to perform Maintenance dredging at their Wharves 1,2,3,&4 and Disposal Operations at SF-11 and SF-DODS. General contract information is as follows:

1) GENERAL PROJECT INFORMATION

PROJECT ITEMS	Dredging of Port of Redwood City
CONTRACT NUMBER	9228
NOTICE TO PROCEED	September 29, 2015
CORPS PERMIT NUMBER	2015-00058S
EPISODE NUMBER	#1
PREVIOUS EPISODE START DATE	November 19, 2010
PREVIOUS EPISODE END DATE	December 1, 2010
EPISODE START DATE	November 10, 2015
EPISODE COMPLETION DATE	November 30, 2015
TYPE OF DREDGE WORK	Maintenance
QUANTITY OF MATERIAL THIS EPISODE	**45,708**
DESIGN DEPTH	-34 + -1’ OD
DESIGN ENGINEER	Moffatt & Nichol
CONTACTOR / SUB-CONTRACTORS	Dutra Dredging Company

2) DREDGE QUANTITIES - The Port of Redwood City has surveyed and quantified the dredge areas. Their calculations are as follow:

PORT OF REDWOOD CITY VOLUME CALCULATIONS

SURVEY DATE: OCTOBER 14, 2014

PORT AREA	DREDGE DEPTH (MLLW)	AREA (ACRES)	DISPOSAL AREA	GRADE QUANTITY (CY)	1' OD QUANTITY (CY)	TOTAL QUANTITY (CY)
Wharves 1&2	-34' + 1' OD	3.16	SF-DODS	27,033	3,596	30,629
Wharves 3&4	-34' + 1' OD	2.01	SF-11 or SF-DODS	12,309	2,770	15,079
		5.17	**TOTALS**			**45,708**

A) No more than 20% of the total dredged material from Wharves 3&4 will be place in-Bay. The remaining volume from all Wharves will be placed offshore at SFDODS.

Dredging operations will be confined to the grades and templates described and shown on the plans and specifications. The Contractor estimates starting dredging operations on November 10, 2015 and completing dredging operations around November 30, 2015.

3) EQUIPMENT LIST

The Contractor will be utilizing the following pieces of equipment during dredging operations.

EQUIPMENT NAME	EQUIPMENT TYPE	EQUIPMENT SIZE	CLASS / MANUFACTURING
DB 24 or DB Beaver	Derrick Barge	4-8 cy Buckets 180'x60'x10.5'	ABS (All Ocean)
CA30-	Enviro Digging Bucket	12 &14 CY	Cable Arm
Scow "KS-10"	Dump Scow	3,000 cy	ABS (All Ocean)
Scow "HB-47"	Hopper Scow	3,300 cy	ABS (Coastal)
Scow "DS-5"	Dump Scow	3,000 cy	ABS (All Ocean)
Scow "WF-9"	Dump Scow	6,000 cy	ABS (All Ocean)
Survey #5	Survey Boat	25' x 9'	North-wind (COI)
Becky T	Tender Tug	55' x 16'	BSY – ABS (Coastal)
Ocean Tug	Tow Tug	73' x 24'	ABS (Coastal)

4) DREDGING PLAN & PROCEDURES

1) **Project Layout and Digging Sequence -** Prior to commencement of dredging operations, the designed project will be laid out by "dredge cuts" and positioning stations for the dredge operator. The clamshell dredge will dig along the dredge cuts by station. Dredging activity will remain within the dredge limits shown on the attached drawing. (See attached Dredge Cut Layout on Following Page)

   A) Dredge Cuts and Limits will be imported into the dredge tracking system (Hypack). This will show the operators all wharf limits and dredge areas.

   B) Digging Sequence

   a. Dredging will begin at Wharf 2 at STA. 0+00 digging out the channel to STA. 15+30.
   b. Once dredging is complete at Wharves 1 and 2 we will move to Wharves 3 and 4.
   c. Dredging at Wharves 3 and 4 will commence at STA. 0+00 digging out the channel towards STA. 9+75.
   d. Sequence of Wharves and stations could change due to ship traffic we will notify the Port of changes as they arise.

2) **Overflow Safeguard** – Both to ensure that all material and water remain in the barge and due to the floatation restriction at the offloading area, the barges will only be filled to 80% capacity therefore safeguarding against any potential overflow issues.

3) **Dredging Wastewater Restriction Plan** – Dutra Dredging will be utilizing the following (1) methods to limit free standing dredging wastewater: **(NO OVERFLOW WILL BE ALLOWED)**

4) The clamshell dredge will dig along the dredge cuts by station; lead line soundings will be taken at 40' intervals to assure tide-corrected depths are within the required lines and grades as specified.

5) Dredged material will be placed from the clamshell bucket into the dump scows. Material will not be released from the bucket prior to the bucket being inside the combing of the scow. The bucket will be held open over the barge until all the material and water has drained from the bucket. This will help eliminate re-suspension of the material thru the water column.

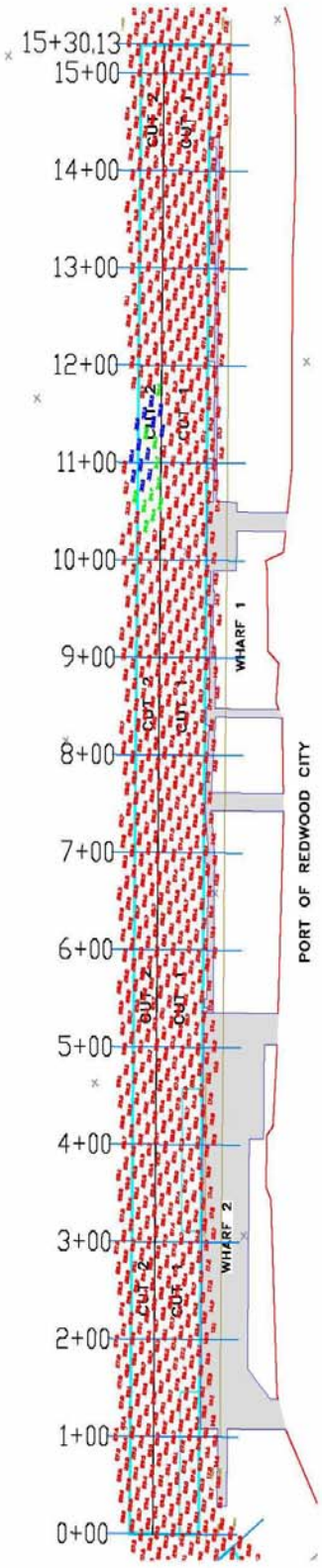
6) Each scow will be inspected and tested to ensure minimal material loss during transportation. Draft marks for scows will be recorded prior to departure from the dredge site and prior to disposal.

7) Prior to any disposal operations or changes in dredging locations the VTCS will be notified. All project equipment will monitor channels 13, 14, and 80.

8) Hydrographic surveys will be conducted as per specifications and as part of the C.Q.C. Plan.

9) **Production Rates –** To follow is a chart of our anticipated production per Disposal Area and Dredging Equipment.

Disposal Area	**Equipment**	**Production Rate**	**Total Days**
SF-11	DB 24/DB Beaver	5,000 CY/Day	2 days
SF-DODS	DB 24/DB Beaver	3,800 CY/Day	9 days


15+30.13
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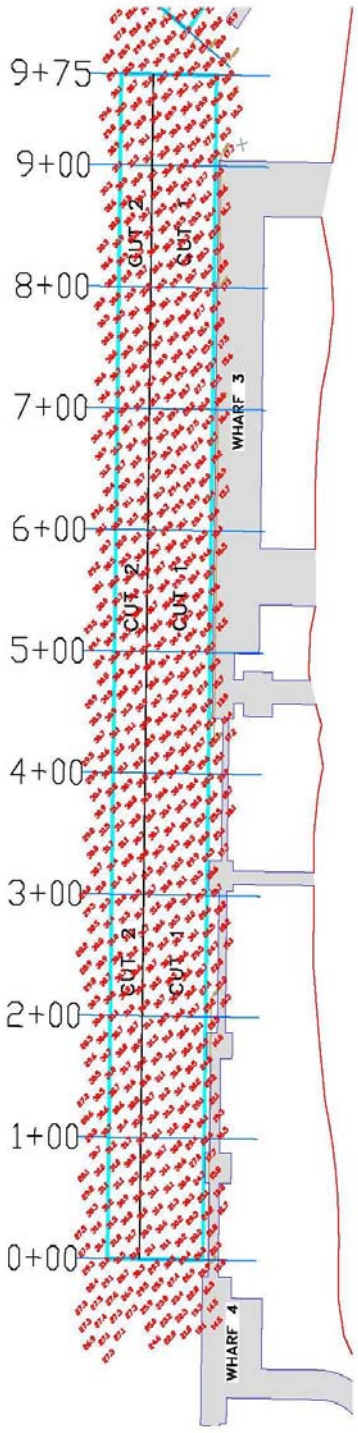
CUT 2
CUT 1
WHARF 1
WHARF 2
PORT OF REDWOOD CITY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CUT 2
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CUT 1
WHARF 3
WHARF 4

10) **Solid Debris Containment and Disposal-** All the scows will be equipped with a steel grid grizzly with nominal openings 12”x12” to separate debris as required. A containment boom and curtain will be put in place as needed if floating debris is encountered. Material will be dredged utilizing a clamshell dredge. The dredged material will be dropped through the 12” x 12” grid grizzly prior to entering the hopper of the dump scow. This will assure any solid debris and/or artificial objects from passing into the hopper of the dump scow, eliminating any solid debris from being offloaded into the disposal site. Solid debris and artificial objects trapped on the grizzly will be removed and stored on the deck of the clamshell dredge. Upon completion of a dredging episode all solid debris will be offloaded into debris boxes at our Alameda yard and disposed of at an approved upland location. If we encounter a lot of debris (i.e. pile, logs, wire, trash, etc.) we will offload on a more frequent basis.

5) HORIZONTAL AND VERTICAL CONTROL

Project horizontal and vertical positioning will be accomplished using the following Control Point:

1) **Vertical Datum based on Tide Gauge** - Benchmark “RAZ 5” located at Northing 2012396.960 and Easting 6065176.839 with and elevations of 13.06ft MLLW.

2) **Plane and Grid coordinates are based on Lambert Projection Zone III, California**

3) **Tidal Control / Monitoring**

   A) **Automatic Recording Tide Gages** – Dutra Dredging will be installing (1) Tide Gauges inside the limits of the dredge area.

   B) **Averaging Tides / Recording Intervals** - The recorded readings from the tide gauges will be averaged together to compute the tidal change. Both tide gauges will provide continuous recordings of tidal changes on 10 minute intervals and/or every one-foot change in tide.

   C) **Tidal Datum** – Tidal readings will be recorded in MLLW Datum.

   D) **Tidal Reading Display** – Tidal readings will be visually displayed on a
   E) real-time bases to the dredge operator.

6) Control Equipment and Systems

EQUIPMENT	POSITION CONTROL	VERTICAL CONTROL	TIDEAL CONTROL	AZIMUTH CONTROL	SOFTWARE / HARDWARD
Survey #4	Trimble 461	Odom CV100, Fathometer, 3 degree transducer	Etrac Tide Gauge	Trimble	Hypack Max
DB 24 / DB Beaver	Trimble	N/A	Etrac Tide Gauge	Furuno	Hypack DredgePack
Towing Tug	Trimble	N/A	N/A	Sperry	E-trac

7) CONTRACTOR REPRESENTATIVES

Name	Title	Phone Number
John A. Krause	Division Manager	(415) 455-8031 / Office
		(415) 254-4443 / Cell
		jkrause@dutragroup.com
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		(415) 497-5289 / Cell
		dsalyers@dutragroup.com
Chris Milam	Project Manager	(415) 257-8662 / Office
		(415) 218-6739 / Cell
		cmilam@dutragroup.com
John Boykin	DB24 Dredge Captain	(415) 257-8662 / Office
		(415) 302-8709 / Cell
		Db24@dutragroup.com
Craig Haufler	DB Beaver Dredge Captain	(415) 257-8662 / Office
		(925) 953-3290 / Cell
		bvr@dutragroup.com
Howard Cooper	Administrative Safety Supervisor	(415) 257-8662 / Office
		(707) 480-8263 / Cell
		hcooper@dutragroup.com
Jason Vitale	Field QC Representative	(415) 257-8662 / Office
		(415) 999-1659 / Cell
		jvitale@dutragroup.com
DB 24 or DB Beaver	Dutra Dredging Co.	
		VHF Chnl 13, 14, & 80

8) PLACEMENT & DISPOSAL OPERATIONS AND MONITORING

1. SF-DODS DISPOSAL TRACKING - SYSTEM / E-Trac

80% or more of the material dredged will be disposed of at the SF-DODS disposal site. The SF-DODS is located around latitude 37°39'N; longitude 123°29'W.

A. Scow Tracking System / Real Time Internet Disposal Tracking & Reporting

B. Etrac Scow Tracking System Features- will cover all EPA requirements listed below:

Standard Conditions for use of the San Francisco Deep Ocean Disposal Site (SF-DODS):

1. ***Prohibition on Leaking or Spilling During Transport:*** Dredged material shall not be leaked or spilled from disposal vessels during transit to the SF-DODS. Transportation of dredged material to the SF-DODS shall only be allowed when weather and sea state conditions will not interfere with safe transportation and will not create risk of spillage, leak or other loss of dredged material during transit. Disposal vessels must not be loaded beyond a level at which dredged material would be expected to be spilled in transit under anticipated sea state conditions, and in no case may disposal vessels be filled to more than 80 percent of the vessel's maximum bin or hopper volume. No disposal vessel trips shall be initiated when the National Weather Service has issued a gale warning for local waters during the time period necessary to complete dumping operations, or when wave heights are 16 feet or greater.
2. ***Prohibition on Trash and Debris; use of Grizzly:*** Only dredged material determined in advance by EPA and USACE to be suitable for ocean disposal may be discharged at SF-DODS. Uncharacterized dredged material, vessels, trash, and other debris are prohibited from being discharged at the site. In order to exclude large trash and debris (including rocks) from being disposed at the site, before transport to SF-DODS all dredged material must be placed into scows through a steel mesh or chain "grizzly" with openings of no more than 12 inches by 12 inches. Material retained on the grizzly must be removed and disposed of separately. EPA and USACE may on a case-by-case basis waive the requirement to use a grizzly if they determine that trash and debris is unlikely to be present in the area to be dredged.
3. ***Independent Inspector, and Scow Certification Checklist:*** Before any disposal vessel departs for the SF-DODS, an independent quality control inspector ("*independent"* means not a direct employee of the permittee or dredging contractor) must certify in writing that the vessel is not over-loaded, and otherwise meets the conditions and requirements of a Scow Certification Checklist that contains all of the substantive elements found in the example contained in the most current SMMP Implementation Manual. EPA and USACE must approve the proposed Scow Certification Checklist prior to the commencement of ocean disposal operations. No ocean disposal trip may be initiated until both the towing vessel captain and the independent inspector have signed all relevant entries on the Scow Certification Checklist. The inspector shall provide a summary of any discrepancies or inaccuracies on the Checklist in the permittee's report to EPA and USACE for the relevant month (see condition 10, below).

4. ***Farallon Islands Exclusion Zone:*** Disposal vessels in transit to and from the SF-DODS must remain at least three nautical miles from the Farallon Islands whenever possible. Closer approaches should occur only where the designated vessel traffic lane encroaches within 3 miles of the islands. In no case should disposal vessels leave the designated vessel traffic lane while within 3 miles of the islands, or transit north of a line extending westward from the termination of the designated vessel traffic lane while within 3 miles of the islands.
5. ***Surface Disposal Zone (SDZ):*** When dredged material is discharged within the SF-DODS, no portion of the vessel from which the materials are released (e.g. hopper dredge or towed barge) may be further than 1,960 feet (600 meters) from the center of the disposal site at latitude 37°39'N; longitude 123°29'W. No more than one disposal vessel may be present within the SF-DODS SDZ at any time.
6. ***Disposal Vessel Instrumentation and Tracking:*** The primary tracking system for recording ocean disposal operations shall be disposal vessel- (e.g., scow- or hopper dredge-) based. Each disposal vessel shall have a primary navigation/tracking system functioning for each disposal trip, calibrated for accuracy at a minimum at the beginning of each ocean disposal project, that automatically and continually indicates and records the following information throughout transportation to, disposal at, and return from SF-DODS:
   a. position of the disposal vessel, to a minimum accuracy of 3 m (10 ft);
   b. speed and heading of the disposal vessel;
   c. fore and aft draft of the disposal vessel (sensors as near vessel centerline as possible);
   d. fore and aft bin height (top of dredged material load in the bin or hopper) (sensors as near vessel centerline as possible);
   e. time and location of each disposal event (e.g., the discharge phase).

   This system must record these data at a maximum 5-minute interval while outside the SF-DODS disposal site boundary, and at a maximum 15-second interval while inside the SF-DODS disposal site boundary and the SDZ. The primary system must also include a real-time display, located in the wheelhouse or otherwise visible to the helmsman, showing the position of the disposal vessel relative to the boundaries of the Hawaii ODMDS and its SDZ, superimposed on the appropriate NOS chart so that the operator can confirm proper position of the disposal vessel within the SDZ before discharging the dredged material.
7. ***Posting Disposal Vessel Tracking Data on the Internet:*** Within 24 hours of the completion of each disposal trip, data recorded from the primary disposal tracking system must be posted by a third party contractor to a World Wide Web (Internet) site accessible by EPA Region 9, the San Francisco District USACE, and NOAA's Gulf of the Farallones National Marine Sanctuary. The Web site must be searchable by disposal trip number and date, and at a minimum for each disposal trip it must provide a visual display of: the disposal vessel transit route to SF-DODS; the beginning and ending locations of the disposal event; and the disposal vessel draft and load level in the bin throughout the transit. The requirement for posting this information on the Web is independent from the hard-copy reporting requirements listed in Special Conditions 10 and 12, below.

8. ***E-Mail Alerts:*** The third-party system must also generate and distribute "e-mail alerts" regarding any degree of apparent dumping outside the Surface Disposal Zone of SF-DODS ("mis-dumping"), and regarding any apparent substantial leakage/spillage or other loss of material en route to SF-DODS. Substantial leakage/spillage or other loss shall be defined as an apparent loss of draft of one foot or more between the time that the disposal vessel begins the trip to SF-DODS and the time of actual disposal. E-mail alerts for any disposal trip must be sent within 24 hours of the end of that trip to EPA Region 9, the San Francisco District USACE, the relevant National Marine Sanctuary if the event triggering the alert occurred in whole or in part within a Sanctuary boundary, and to other addressees as may be indicated by EPA or USACE on a project-specific basis.
9. ***Back-up Navigation System:*** A functioning back-up navigation system, meeting the minimum accuracy requirement listed above, must also be in place on the towing vessel (tug, if any). If the primary (disposal vessel's) navigation tracking system fails during transit, the disposal trip may continue only so long as the back-up (towing vessel's) navigation and tracking system remains operational, by placing the towing vessel in such a location that, given the compass heading and tow cable length to the scow ("lay back"), the estimated scow position would be within the Surface Disposal Zone [i.e., within 1,960 feet (600 meters) of the center of the disposal site]. In such cases the towing vessel's position, and the tow cable length and compass heading to the disposal vessel at the time of discharge, must be recorded and reported. Further disposal operations using a disposal vessel whose navigation tracking system fails must cease until the primary disposal tracking system's capabilities are restored.

10. ***Record-Keeping, and Monthly Reporting:*** In addition to the requirement in Special Condition 7, above, for posting data on the Web, the permittee shall maintain daily records (including using the approved Scow Certification Checklist) of: the amount of material dredged and loaded into barges for disposal; the location from which the material in each barge was dredged; the weather report for and sea-state conditions anticipated during the transit period; the time that each disposal vessel departs for, arrives at and returns from the SF-DODS; the exact location and time of each disposal; and the volume of material disposed at the SF-DODS during each disposal trip. The permittee shall also maintain, for each ocean disposal trip, both electronic data and printouts from the GPS-based primary disposal tracking system (or the backup navigation tracking system when appropriate) showing transit routes, disposal vessel draft readings, disposal coordinates, and the time and position of the disposal vessel when dumping was commenced and completed. These daily records shall be compiled at a minimum for each month during which ocean disposal operations occur, and provided in reports, certified accurate by the independent quality control inspector, to both EPA and USACE. For each ocean disposal trip, these reports shall include the electronic tracking and disposal vessel draft data on CD-ROM (or other media approved by EPA and USACE), as well as hard copy reproductions of the Scow Certification Checklists and printouts listed above. The monthly reports shall include a cover letter describing any problems complying with the Ocean Disposal Special Conditions, the cause(s) of the problems, any steps taken to rectify the problems, and whether the problems occurred on subsequent disposal trips.

11. ***24-Hour Notification Requirement for Potential Leaks or Mis-Dumps:*** The permittee shall report any anticipated, potential, or actual variances from compliance with these Ocean Disposal Special Conditions, and any additional project-specific Special Conditions, to the District Engineer, Port of RWC Operations, Shipping, HES and the Regional Administrator within 24 hours of discovering such a situation. If any of these compliance problems occur within the boundaries of a National Marine Sanctuary, the permittee must also report any such situation to the relevant Sanctuary office within 24 hours. A message from an operational "e-mail alert" system, as described in Special Condition 8 above, will be considered as fulfilling this 24-hour notification requirement. In addition, the permittee shall prepare and submit a detailed report of any such compliance problems on a weekly basis by noon Monday, to the District Engineer and the Regional Administrator. These reports shall describe the cause(s) of the problems, any steps taken to rectify the problems, and whether the problems occurred on subsequent disposal trips.
12. ***Project Completion Report:*** Within 60 days following the completion of ocean disposal operations, the permittee shall submit to the District Engineer and Regional Administrator a completion letter summarizing the total number of disposal trips and the overall volume (bin as well as *in-situ*) of material disposed at SF-DODS for the project, and whether any of this dredged material was excavated from outside the areas authorized for ocean disposal or was dredged deeper than authorized by the permit.

2. SF-11 or alternate SF-10 SITE DISPOSAL TRACKING – ETRAC SYSTEM

No more than 20% Material dredged from the Port of Redwood City Wharves 3 and 4 is being disposed at the SF-11. The SF- 11 is located at N 37 49' 11.4", W 122 25' 26.20".

In order to safeguard against dredge spoils overflowing into the ocean during disposal operations, the scows are only loaded to 90% of bin capacity. To further insure against dredge spoil overflow during disposal operations, strict guidelines on acceptable weather and sea conditions are prescribed to avoid potential overflow outside of the designated disposal area.

SF-11 IN BAY DISPOSAL SUBMITTALS

The contractor will submit the following information each Monday per the Permit Requirement for all material going in bay:

A. US Army Corps of Engineers and Port of Redwood City (Don Snaman), San Francisco District Disposal Site Verification and Summary Log – Updated Weekly with current disposal trip information.

B. SF-11 in bay disposal location plot

START-UP

Prior to the start of disposal operations, each scow will be inspected to ensure minimum material loss during transportation. Draft marks will be recorded prior to departure from the dredge site and prior to disposal. A scow losing material to cause at least a one-foot difference in overall draft during transit, as recorded by the Etrac System, shall be removed from the project and repaired before it is allowed to return.

THE DUTRA GROUP

Disposal Site Verification and Summary Log

THE DUTRA GROUP

Project: Port of San Francisco 2005
Contractor: Dutra Dredging

Disposal Site: SFDODS

Date	Vessel Name	Scow ID	Episode Load No.	Dredge Site	Time Of Disposal	Easting (Long-NAD83) Deg. Dec. Min.	Northing (Lat-NAD83) Deg. Dec. Min.	Scow Volume at Disposal Site	Cumulative Volume* (CY)
3/23/2005	Richard	CK7	1	POSF	1008	123 28.9201	37 39.044	4000	4000
3/24/2005	Richard	DS5	2	POSF	0430	123 28.2440	37 38.974	2400	6400
3/24/2005	Richard	CK7	3	POSF	1930	123 29.0594	37 39.166	4000	10400
3/25/2005	Richard	DS5	4	POSF	1017	123 28.9792	37 39.212	2400	12800
3/26/2005	Rachele	CK7	5	POSF	2215	123 28.924	37 38.892	4000	16800
3/31/2005	Rachele	CK7	6	POSF	0750	123 28.9263	37 39.1357	4000	20800
3/31/2005	Rachele	DS5	7	POSF	2343	123 29.1457	37 39.18	2400	23200
4/1/2005	Richard	CK7	8	POSF	1604	123 28.9183	37 38.8618	4000	27200
4/2/2005	Richard	DS5	9	POSF	0838	123 29.0656	37 38.9968	2400	29600
4/3/2005	Richard	CK7	10	POSF	0512	123 28.8354	37 39.0475	4000	33600
4/10/2005	Richard	DS5	11	POSF	0641	123 28.8748	37 39.1744	2400	36000
4/11/2005	Richard	CK7	12	POSF	0222	123 28.8794	37 38.9223	4000	40000

9) SOLID DEBRIS MANAGEMENT PLAN

As required by the law and in compliance with Local, State and Federal regulations, set forth as follows is the Contractor's Solid Debris Management Plan.

1) SOLID WASTE:

A) All rubbish, garbage, and other discarded solid material resulting from dredging and offloading operations will be retained on board the dredge in provided containers until transfer to appropriate refuse receptacles for upland disposal as necessary. (i.e. logs, wire, trash, etc.)

B) Refuse service used will be an acceptable local refuse company.

2) CHEMICAL WASTE:

A) All chemical waste, such as oil and grease, will be retained onboard in special tanks until pumped off for disposal.

B) Waste oil service will be an acceptable local disposal firm.

3) DREDGING AND SOLID DEBRIS:

A) All debris floatable or non-floatable greater than 24" in diameter which is dredged mechanically into the disposal scows, will be removed prior to disposal or placement of dredged material.

B) A containment boom and curtain will be put in be placed around the dredging operation only if needed.

4) FLOATING DEBRIS

1) A tending workboat or skiff will be deployed to trap any floating debris resulting from the dredging operations. Once the floating debris has been isolated, it will be picked up by the workboat crew and retained for disposal in compliance with procedures for solid debris.

2) A containment boom and curtain will be put in place only if needed, if floating debris are encountered.

3) Containment Boom will be stored aboard the dredge and/or on shore and will be deployed in the event of any oil or chemical spills.

DUTRA DREDGING COMPANY
A MEMBER OF THE DUTRA GROUP

Commander (POW) October 13, 2015
11th Coast Guard District
Building 50-3
Coast Guard Island
Alameda, CA 94501

Subject: Notice to Mariners
Reference: Port of Redwood City
Wharves 1-4 Maintenance Dredging with Disposal at SF-11 & SF-DODS

Gentlemen:

We request that a Notice to Mariners be posted regarding our dredging operations at the Port of Redwood City. Our clamshell dredge, "DB 24" or "DB Beaver", will carry out dredging operations. Our scow fleet will consist of (4) split hull scows. The capacities of the scows are as follows: 3,000C, and 6,000CY.

The tow tug will serve as our tow tug during disposal operations. The material from the Redwood City Wharves 1-4 will be disposed of at SF-11 or SF-DODS. Support will also be supplied by the tender tug "Becky T". All equipment will monitor Channel 13, 14, and 80. The tow tug will use the call sign KX7468.

Our dredging operations will commence on or about November 10, 2015 and end on or about November 30, 2015. During this time we will be operating 24 hours a day 7 days a week around the Port of Redwood City Wharves 1-4 (approximately Lat 37 30' 44.83" Long 122 12' 39.45") with dredging and disposal operations.

Our superintendent will be Mr. Dennis Salyers. He can be reached at (415) 497-5289.
Mariners are advised to use extreme caution while transiting the dredge area.

In the event you have questions concerning our request for a Notice to Mariners, please contact me at (415) 218-6739.

Yours truly,
The Dutra Group

Chris Milam
Project Manager

Cc: Mark D'Avignon, Redwood City District, C.O.E.
Don Snaman Port of Redwood City
Jaclyn Gusti, Port of Redwood City
JC Krause, Division Manager, Dutra Dredging Company